

summary

Junction City Transportation System Plan Update Citizen Advisory Committee (CAC) Meeting #1

Meeting Date: August 4, 2011
Meeting Time: 6:00 p.m. to 8:00 p.m.
Meeting Location: Junction City Council Chambers at 680 Greenwood St.

Participants

CAC Members

- Bob Biswell
- Mike Kaiser
- D.W. Northey
- Kurt Straube
- Jack Sumner
- Jason Thiesfeld

Project Management Team

- Kay Bork, City of Junction City
- John Bosket, DKS Associates
- Savannah Crawford, Oregon Department of Transportation
- Steve Faust, Cogan Owens Cogan
- Lydia McKinney, Lane County Transportation

Sign-in, Introductions, and Agenda Overview

Kay Bork welcomed everyone to the first meeting of the Junction City Transportation System Plan (TSP) Update Citizen Advisory Committee (CAC). She introduced Steve Faust who thanked the CAC for their participation and asked them to introduce themselves. After introductions, Steve reviewed the agenda and asked for any additions of which there were none.

Project Background, Purpose, and Schedule

Kay explained that the City's TSP was last updated in 2008 with the addition of the [OR HWY 99](#) Junction City Refinement Plan-which is set to go before the Lane Board of County Commissioners for adoption in October. The City created a work plan for a full TSP update in 2008-09 and now has funding to initiate the work. It is anticipated that the TSP update will take approximately 14 months to adoption. The City has selected the consulting firm DKS Associates to lead the TSP Update along with their subconsultants Cogan Owens Cogan and Winterbrook Planningrowd.

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John Bosket explained that the TSP is an extension of the City's Comprehensive Plan. The purpose of the TSP is to describe the City's plans for all modes of travel for the next 20 years, including projects, policies and other transportation-related actions. John reviewed the project schedule and major tasks. The first task is to review existing transportation documents for current transportation goals and policies. The CAC will review a summary of these documents later in the agenda.

The next tasks are to document existing conditions of the transportation system and project future system needs in 2035. The existing conditions work is underway and the results of these tasks will be reviewed by the CAC, the Technical Advisory Committee (TAC) and at a public open house this fall. Additionally, an Alley Access Management Subcommittee will meet to review TSP and Hwy 99 access management requirements for businesses on Ivy and in the downtown core. Recent changes to ODOT access management requirements will be considered as well. John asked for volunteers to serve on the subcommittee. Jason Thiesfield, Jack Sumner, Kurt Straube and Mike Kaiser all volunteered.

Once the existing and future conditions are finalized, the consulting team will look at how to address future needs by developing TSP alternatives. These alternatives will be evaluated by the TAC, CAC and at a second public open house. This work is scheduled for late 2011 and early 2012.

Once preferred system alternatives are selected, the consulting team will develop a draft plan and implementation strategies, including cost estimates for planned TSP improvements. The draft plan is scheduled for completion in April ~~2013~~ 2012 at which time it will be reviewed by the TAC and CAC as well as the Planning Commission and City Council. Recommended changes will be incorporated into a revised draft. The adoption process will be initiated in May 2012 with final adoption scheduled for August 2012.

Transportation System Planning "101" Presentation

John gave a general overview of Transportation System Planning. John explained the TSP's purpose, common elements, process and basic terminology. The presentation is available upon request.

Public Involvement Strategy

Steve Faust reviewed the Public Involvement Strategy which outlines expected outreach activities. Steve reviewed CAC roles and responsibilities which include encouraging community members to participate in the project and acting as liaisons to the specific constituencies or interest groups they represent. CAC members indicated they understood and accepted their role. Four meetings of the CAC are anticipated throughout the course of the project along with two public open houses. The consultant team will prepare information boards to be displayed in public spaces. These boards may be used to increase awareness leading up to the open houses.

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Draft Technical Memorandum #1: Background Documents/ Plans

John reviewed the city, county and state plans, policies, regulations and ordinances in Technical Memorandum #1. Rather than reading the memorandum in its entirety, the CAC was instructed to use it as a reference document. He noted that some documents are more relevant than others and highlighted several documents and issues:

- The Junction City TSP must be consistent with the Lane County TSP. The Lane County TSP identifies several projects along the edges of Junction City providing opportunities to make consistent pedestrian and bicycle connections.
- The Junction City TSP and OR 99 [Junction City](#) Refinement Plan are the most important documents to review to become familiar with existing transportation policies. The Refinement Plan recommends a couplet system two lanes in each direction, southbound on Ivy and northbound on Holly, assuming the railroad tracks are moved. Preliminary discussions with the railroad have revealed there is a desire to move the tracks at some point. The Refinement Plan made some policy changes regarding freight mobility and other minor issues.
- The TSP will likely include updates to zoning ordinances to incorporate best practices and meet state requirements.
- Kay mentioned that the Public Works Director is interested in aligning the Roadway Design Standards and standards in the code which currently do not match.
- The TSP will take into account transportation impacts from major development proposals including the state hospital and corrections facility and land use assumptions such as the change in zoning designation for the professional/technical site to residential.
- Environmental plans will be reviewed to ensure that planned facility improvements do not conflict with sensitive environmental lands.
- TSP updates that impact state highways must take ODOT regulations into account.
- OR Bicycle and Pedestrian Plan is a good resource for best practices.
- City projects within 500 feet of a rail line will trigger the involvement of ODOT Rail. ODOT Rail's general policy is no new at-grade rail crossings. As needed, Savannah Crawford will bring in an appropriate ODOT Rail representative to discuss rail issues.
- ODOT is in the process of changing some standards in the Access Management Rule. They will be effective beginning in 2012, so the city and consultant team will work with ODOT to ensure new regulations are met. ODOT is currently determining how to implement new legislation regarding these regulations. The consultant team will send a link to the CAC with more information about Senate Bill 264 which initiated these changes.
- ORS 366.215 deals with impacts to state highways that might affect freight movement and require that policy changes don't reduce vehicle carrying capacity.

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TSP Mission, Goals, and Policies

John explained that the TSP begins with the city's existing mission, goals and policies related to transportation. Changes to these items can be made throughout the process. However, because they help guide the TSP, changes early in the process are preferred even if they are general in nature. He noted that the policies are grouped by topic rather than under the goals. The CAC may want to consider reorganizing the policies and should consider eliminating policies that are obsolete or don't make sense. Several policies the CAC may want to review/consider are those related to:

- Traffic impact studies
- Functional classifications
- Future transit routes
- Upgrading the pedestrian system to be ADA compliant
- Coordination with the Lane Transit District

The CAC was asked for their initial thoughts on the mission. No changes were recommended for the mission at this time. They were then asked to review the existing goals as well as recommend any additional goals that help convey the values that Junction City wants to protect. CAC members identified (?) several goal topics and areas of interest including:

- Provision of a fully connected sidewalk system
- Providing walkable school zones
- Mitigating barriers created by railroads for the elderly
- Improving coordination among jurisdictions (to avoid problems such as the recent need to protect the historical cemetery from transportation-related impacts)
- Support business development by providing an easy and predictable path forward
- Safety - specifically improving difficult OR 99 crossings between 18th and 10th and children crossings on OR 99
- Regional bus service - there used to be bus service to Monroe and Corvallis
- Safe Routes to School - there is no way to walk or bike between the High School and Middle School
- ~~Sidewalk connectivity~~
 - ~~Connections to and from schools and retirement communities~~
 - ~~Safe crossings of Hwy 99~~
- ~~Protect historic cemetery from transportation-related impacts~~
- ~~Economic development~~
 - ~~Enhance access for existing businesses~~
 - ~~Attract new businesses~~

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CAC members were asked to discuss these items further with their neighbors and constituencies in advance of the next CAC meeting.

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Public Comments/Questions

There were no public comments.

Next Steps and Adjourn

John reminded CAC members to review the existing TSP and speak with the community about the transportation mission, goals and policies. CAC members can bring their comments to the next meeting or send them to Kay in advance of the meeting.

The first meeting and site visit of the Alley Access Management Subcommittee will be scheduled for some time in September.